

LYNN'S BIG "45-CENT STRIKE."

PECULIAR LABOR WAR THAT CRIPPLES THE SHOE CITY.

The struggle between rival labor organizations has degenerated to who is "it" as a leader—the violence and the weak-kneed attitude of the Mayor.

LYNN, Mass., May 16.—This city is the center of one of the bitterest labor wars that has probably ever been waged in this country. It has been in existence since Jan. 16, and is still being waged with a vigor and persistence worthy of a great principality. No question of wages is involved. The strikers are neither contending for an increased scale, nor are they resisting the efforts of the "grinding capitalist" to reduce wages. The shoe manufacturer, the greatest sufferer from the strike, is an innocent party, against whom the labor agitators have no grievance. That is the unique feature of the strike.

The fight is one of organized labor against organized labor. It is a battle for supremacy between the Boot and Shoe Workers' Union and the Cutters' Assembly, K. of L., the last remnant of that one-time powerful and influential labor body. The Boot and Shoe Workers' Union aims to embrace all the shoemakers of the country under one general organization, and has undertaken to secure a foothold in this city.

This union has a stamp, which it authorizes manufacturers to place upon their product as a guarantee that it is union made, in consideration of the manufacturers agreeing in writing to employ none but members of their union in their factories.

Practically all of the 1,200 cutters of this city are affiliated with the local cutters' assembly of the Knights of Labor. They entered into an agreement with the Boot and Shoe Workers' Union, under the terms of which it was stipulated that when enough factories adopted the union stamp to bring the total number of cutters employed therein to 750, that a local union of the boot and shoe workers should be organized. When the time came for the Knights of Labor to live up to this agreement, a special meeting was called, the agreement was repudiated, and on Jan. 16 a strike was ordered by the Knights of Labor.

This is substantially a statement of the facts leading up to the trouble, but it is the most unimportant part of this unprecedented conflict between labor interests. For four months this war has been waged relentlessly, viciously and savagely, and all for what? It would stagger the strongest analytical mind to find an adequate reason for it, yet the industry of the leading shoe center of the world is threatened by the continuance of the fight, which, from present indications, may go on indefinitely.

Disinterested persons, who are not a fifteen-cent fight, which represents the difference in the weekly dues charged by the two organizations. The Boot and Shoe Workers exact 25 cents a week from the members of their organization, believing that the principle of high dues is a vital one in the success of organization. The Knights of Labor believe in lower dues. They profess to be able to save the workman for 10 cents a week, and they charge that it is extortion and robbery to compel the shoe workers to pay 25 cents a week. That is why it is called a fifteen-cent fight.

The law has been defied openly and violated flagrantly. The Police Department, numbering more than one every 1,000 inhabitants, has been practically helpless to put down lawlessness and riot, which has repeatedly occurred during the past four months. The Mayor of the city, who talks much and accomplishes little, when appealed to by the manufacturers to give their men protection, has assured them that he would do so, but has had the opportunity to maintain his ability to do so, in the face of all the disorder and riot that have occurred from time to time. The manufacturers have openly charged that the Mayor and the police were in sympathy with the strikers, and that they did not want to enforce the laws.

Conditions that have existed for the past few months certainly go to bear on these charges. Men and women have been attacked upon the most public thoroughfares in broad daylight and not a single armed man. Houses where those who took the places of the strikers have been bombarded with stones and the lives of the non-striking community jeopardized. Women have been snatched with rotten eggs and their clothing ruined by snafu, and law-abiding citizens have been sandbagged and almost murdered because they wanted to work for a living.

Repeated efforts have been made to settle the trouble, but they have been dismal failures. Public-spirited citizens, men who have the confidence and respect of the community, have attempted to adjust the differences between the rival organizations, but they have abandoned the task, disgusted and disappointed. The Board of Trade, the State Board of Arbitration, Judge Barry and other agencies have offered their services to bring both sides together, but they failed to effect a compromise.

The reason is plain. If the difference between the two unions was of a character to which reason and common sense might be applied, it would be an easy matter to effect a settlement, but, unfortunately for Lynn and for the shoe manufacturers, it is not of this kind. From the 15-cent issue it has degenerated into a personal contest between labor agitators, and the issue now at stake is which is the greater, John D. Tobin, head of the Boot and Shoe Workers' Union, or J. Boynton Armstrong, leader of the Knights of Labor. It is no longer a question of the preservation of either union, or of jurisdiction, but the vital thing to be decided is, who is "it."

Lynn has always been afflicted with labor agitators, but the trouble and sorrow which they brought to the people have been minimized because there has never been more than one who claimed to be supreme in any particular industry. Now two agitators have set up their claims to the title of "supreme agitator," and they are proceeding to establish their claims at the expense of the chief industry of the city, as well as its good name among sister cities of the United States.

Had Lynn been free from the presence of labor agitators, instead of having a population of 70,000, conservative people believe that it would have three times that figure and that its industry and commercial importance would be increased correspondingly.

But the labor agitator has found Lynn a good place in which to spread the gospel of discontent, and Lynn has paid the penalty for his presence there. The fight which is now on is but a sign of the times, which represents labor fighting labor in the struggle for leadership, which carries with it jobs where no work is light and the pay correspondingly good.

The rights which labor concedes to capitalists will be illustrated in the position in which the shoe manufacturers find themselves in the present conflict. They are in no sense voluntary parties to it. They had entered into a contract with one of the labor organizations, primarily because they were obliged to and because they

regarded it as a good business proposition. The other labor organization says to the manufacturers:

"We will not allow you to do business with that labor organization, and you must not recognize them. You must recognize us. We are satisfied with the prices you pay us and with the hours of labor, but we object to any but members of our organization working in the cutting rooms of your factories, and, as a guarantee of good faith on your part, we require you to give a bond of \$1,000 for the carrying out of this contract on your part. On our part we expect that you will take our word for the performance of any agreement that we make."

This left the manufacturers between the devil and the deep sea. To ignore one organization involved them in a strike with the other, and they presumably chose the less of the two evils. As a result of the war the manufacturers and their customers are enriched, while the shoemakers, who are wise enough to profit by the foolishness of their Lynn fellows.

Meantime, the warring factions are battling to determine who is "it," while Lynn is gradually losing its place as the leading shoe center of the world, and other shoe centers are taking advantage of the opportunity to get its business.

CHICAGO BUTCHERS STRIKE.

Nearly 600 shops affected—People Have Difficulty in Getting Meat.

CHICAGO, May 16.—Butchers in nearly six hundred meat markets on the North and West sides struck today. Housewives in these two divisions of the city had difficulty in getting their meat for Sunday dinners. With the cracker bakeries of the National Biscuit Company already closed, and 2,500 men and women idle, and the Baker and Confectioners' Union strike in sympathy with the striking waiters of seven bakery lunch restaurants of H. H. Kohlsaat & Co., a famine of food looms up in addition to the famine of clean collars and shirts and shirt waists which has afflicted the city for two weeks.

STRIKERS ANGRY AT YALE MEN.

Union Teamsters to Appeal to President Hadley.

NEW HAVEN, May 16.—President Hadley of Yale tonight refused to say what action the Yale officials would take in connection with the attempt of the students to break the teamsters' strike here by taking the place of the strikers and driving the trucks. The Yale boys continued to drive the wagons this afternoon and whenever they went through the center of the city they were greeted with derisive yells by the strikers.

The action of the students is regarded still more unfavorably by the union since it learned that the officers of the university made an appeal yesterday to Orrin J. Stockford, the organizer of the teamsters' union, for union men to cart coal to the university. The new dining hall was written off, so far as the delivery of it by the union men was concerned.

That would mean that 1,200 students would be without a boarding place. Mr. Stockford sent the men to accommodate the university.

The university will be supplied with coal by Mr. Stockford until President Hadley makes a reply to the request of the union men to withdraw the students from the teams. A committee with such a petition will call on President Hadley on Monday, and if he does not take some action the coal supply of the university will be cut off, so far as the delivery of it by the union men is concerned.

One of the conspicuous drivers of the trucks is a freshman named Perrin, the son of Prof. Bernard Perrin of the Greek department of the university. The non-union drivers of the trucks are being watched carefully by the strikers. A student attempted to deliver a two-horse truck load of meat to a local butcher late this afternoon. The strikers followed the team and when it reached the shop they informed the union employees of the situation. The employee told the owner of the store if the non-union men were permitted to cart the meat into the store, they would cut work. So amid the jeers of several hundred spectators the Yale truck was dumped on the street. The student walked and later the boss had to carry it to the store.

The bakers of the city today began a campaign to break the journeyman bakers' strike by baking their own bread. Many of them had not had a baker's apron or made a batch of bread in twenty-five years.

While the bosses were toiling inside to get out a supply of bread for the city, the police and the city were standing outside to protect them from interference by the strikers. The supply of bread baked last night was distributed to the hotels and restaurants today, where it was most needed, and was not on public sale.

The journeyman bakers say they will open bakeries for their own use, and will not be settled and run them on a cooperative plan. Representatives of several large baking concerns were in the city urging the strikers to come to nearby cities for work. The store in this city owned by Frank Munsey, the Mohican, was complained of today by the strikers, who held that the bread being put out by this concern was not baked properly. The Board of Health began an investigation this afternoon.

DENVER'S BIG STRIKE.

General Call Out of All Hands in Union Labor Organizations.

DENVER, Col., May 16.—At 2 o'clock this morning the General Executive Committee of the labor organizations issued an order calling out 2,350 more workmen, making 5,200 now out in Denver. The unions called out and their strength is as follows: 276 paper mill workers, 33 international firemen at mills, 35 international engineers at mills, other employees at mills, 10 brewers, 12 leather booters, 76 retail clerks, 139 lady cleaners, 82 mattress makers, 135 garment workers, 133 horsehoes, 47 electrical workers, 136 cooper, union 23 tobacco strippers, 83 stage employees, 47 journeyman barbers, 385 bartenders union, 140. The committee urged every wage earner and sympathizing workman to cease work at the same time. This is a contest solely for the preservation of the American laborer. Only a few of the strikers returned to work and we urge every wage earner to assert his manhood for this consummation.

It is believed all unions except those of the printing and building trades will be out by tomorrow.

IRONWORKERS LOCKED OUT.

Continental Company of Greenpoint Will Hire a New Set of Men.

All the workmen of the Continental Iron Works in Greenpoint were locked out yesterday. About three hundred and fifty boiler-makers and helpers demanded an increase of 15 per cent in wages, a nine-hour day and the recognition of their union. The company was willing to concede the first two demands, but would not recognize the union.

A strike was begun on May 1, only a few machinists remaining at work. The strikers were informed last Monday that unless they returned to work on Thursday their names would be stricken from the payroll. Only a few of the strikers returned to work and on Friday night the company decided to lock out all its employees, which was done yesterday. New men will be engaged to-morrow.

BUILDERS MATURING PLANS.

TO FIGHT "PURGATORIAL INFLUENCE" OF THE UNIONS.

It May Be a Year Before Steps Are Taken to Form a National Organization—Meeting on Tuesday Evening May Determine Plan and Scope of Battle.

While there was not a formal meeting yesterday of representatives of the associations in the building trades which decided on Friday night to form a central defensive organization as a protection against the arbitrary exactions of the unions, some of those who attended the meeting talked of the plan and scope of the association that is desired.

The meeting on Tuesday evening, which will be held at 123 Broadway, will be composed of the executive committees of the associations represented at Friday night's meeting. These will form a central executive committee which will resolve itself into a committee of plan and scope for the proposed central body.

Charles L. Edlitz, who made the speech of the evening on Friday, was congratulated yesterday by a number of those who attended the meeting on the able presentation of the case which he made. He said yesterday that the meeting on Tuesday night will probably be attended by about 125 people, who will form the central executive committee. As to the scope of the association, he said:

"It is not proposed to make the association anything more than a defensive one at the present time. There are a great many contracts in force between the employers' association and the unions which do not expire for a year, and it will probably be a year before any steps are taken to form a national organization. At least there is no intention of doing so now, though we are receiving letters from employers urging the formation of a national association of employers from every part of the country. I have no doubt that ultimately such an association will be formed."

Mr. Edlitz said that the association would not go into business to fight unions, but it would fight the existing and harassing demands which made every building season for the last two years a sort of purgatorial infliction for the employers. It was in the natural evolution of affairs that a halt should be called, and the thing was bound to come to the breaking point. It had reached the breaking point now.

The general impression among the employers, builders and contractors, and others yesterday was that when the association is formed each branch of industry will be ready to support the other. In case, for instance, where employers encounter unreasonable demands from the unions the other employers in the association would come to the rescue and concerted action would be taken.

With regard to the shut down of the lumber and building material yards, no one would like to say what the conclusion of it would be. All employers concerned in it said that it would last until there was a complete withdrawal of the union demands.

At the headquarters of the Lumber Dealers and Building Material Dealers' associations, it was said that it was said that the shut down was more complete than ever. A representative of the Building Material Dealers' Association said: "The whole matter now depends on how well the business is tied up. The fight must be settled now for good and all and it will be better both for the unions and the employers to have it thoroughly settled."

As far as the Lumber Dealers' Association is concerned, it was learned that if any member of the association wants to supply lumber to the public schools, he will not be forbidden to do so by the association. Some labor leaders admitted yesterday that the walking delegates had been discharged as a matterman, should be reinstated with full pay. The committee said they must have been reinstated by 7 o'clock that evening. At 1 o'clock in the afternoon they were informed that the company had yielded all it could when it made the concession set out in the letter of April 15, except that in view of the almost practical unanimity of opinion among the employers that an end should be made of the McGuire, a reconsideration would be given in his case.

"Without further notice, and in fact without notice to the company, the strike was put into effect the next morning by the men failing to report for work. The association was determined to fight the union, and the rights of all to obtain the best price they can for their labor. It recognizes the rights of laboring men to organize for their protection and the purpose of obtaining the best price they can secure for their services."

"So far as it has had no complaint to make. On the other hand, the Connecticut Railway and Lighting Company is under obligations to the public to operate its street cars and to furnish service to all who wish to ride."

"It intends to operate its cars and will fulfill its obligations unless prevented from doing so by violence."

While there have as yet been no strike breakers, it is believed that the company is preparing for a siege. The company is being made in the car barns for furnishing the men with beds and rations. Arrangements have been made for the company to make plans so that if the contractors with the needed number of dishes, knives, forks and spoons, and the company is making plans so that if the contractors develop into a bitter fight there will be provisions for the employees readily obtainable.

NOT TO ABANDON SUCCESS LAKE.

W. K. Vanderbilt, Jr., Said to Have Stopped Here There to Plan Improvements.

GOVT. NECK, L. I., May 16.—Instead of abandoning his new country estate at Despatch, it is now learned that William K. Vanderbilt, Jr., stopped work to forward new plans in the improvement of the place. Mr. Vanderbilt and his wife are now in France and it is said that they will return to their country home at this place.

It is said that Mr. Vanderbilt erect his new house on the bluff overlooking Success Lake, which is now occupied by a long, low building recently completed and intended as a residence for the summer of the greats. The building cost about \$15,000. Plans for extensive alterations are said to be daily expected by those in charge of the estate.

Larchmont Innkeeper's Wife Sues for Separation.

WHITE PLAINS, May 16.—Mrs. Lizetta V. Neary began suit in the Supreme Court today for separation from her husband, Peter Neary, alleging the cause of cruelty. The couple were married on Sept. 30, 1886. Mrs. Neary is the daughter of a property owner in the city. Her mother owns the Larchmont Inn and Neary has a lease on it for ten years.

Thrown From a Sleeping Car Platform.

HELENA, Mont., May 16.—Albert Peterson of St. Paul, a passenger on an eastbound train of the Northern Pacific railroad, fell from the train yesterday near Trout Creek and as a result of his injuries died in the Missouri Hospital. He was in a sleeping car and went to the rear platform to get some fresh air. Bounding a curve at high rate speed, the train gave a lurch, throwing Peterson off.

Mayor and Mrs. Low in Yorktown.

NORFOLK, Va., May 16.—Mayor Seth Low of New York reached Yorktown, Va., this morning on his yacht, Surprise and his wife, Mrs. Low, spent the day in the historic town. They visited Lord Cornwallis's cave and also crossed the historic battlefield upon which Cornwallis surrendered to Washington and Rochambeau, ending the Revolutionary War.

COZODONT
FOR THE
TEETH
AND BREATH
In this package you get both liquid and powder. This is the Large Size.

BRIDGEPORT STRIKERS LOSE.

TROLLEY COMPANY RESUMES THE RUNNING OF CARS.

Members of the Union Desert and Go to Their Posts—No Violence Shown, but the Company is Preparing for It—Recognition of the Union Rejected.

BRIDGEPORT, Conn., May 16.—The strike of the 300 trolley men in the employ of the Connecticut Railway and Lighting Company which started at midnight on Thursday developed into considerable of a fizzle this afternoon, when the company resumed the running of cars from this city to Stratford and to other places near the city, with men who deserted the union. There was no disorder of any kind, and the situation is such as to warrant the assertion that the company has won a victory over the strikers.

From the beginning of the trouble, the company has showed a disposition to do everything reasonable to avert trouble. But the strikers made such unreasonable demands that the company took a firm stand and planned a campaign of action which has had early results. The company's fairness can be realized from the fact that it made no effort to run any cars yesterday, although it had applications from every corner of the city for its resumption, and last night informed a committee of the strikers that it would make no effort to run any cars until after a conference arranged for this afternoon.

When the strikers' committee met General Manager Sewell of the company at his office this afternoon, the committee denied that they represented the Bridgeport branch of the Amalgamated Association of Street Railway Employees of America.

"As I have previously informed you," said Mr. Sewell, "I shall do no business with the representatives of the Amalgamated Association, but am willing to deal with you men as a committee of our employees and talk the situation over with a view toward a settlement."

The committee insisted upon recognition, but Mr. Sewell remained firm, and all further negotiations ceased. Within an hour after the conference the company had its cars running between Bridgeport and Stratford, the nearest suburb on the east of the city. The presence of former members of the union on the cars was a surprise to the strikers. The men who returned to work said that at the last meeting they voted against a strike because they are satisfied with their treatment at the hands of the company.

The company issued this statement today: "On April 15, the company replied to the requests of its employees, in which it made several important concessions. Nothing was heard of it until Thursday morning, May 14, 1903, at 9:45 o'clock when the committee waited upon the company's general manager and presented a list of demands which had been made before and to which the reply of April 15 was directed, coupled with the additional requirements that the walking delegates be reinstated as a matterman, should be reinstated with full pay. The committee said they must have been reinstated by 7 o'clock that evening. At 1 o'clock in the afternoon they were informed that the company had yielded all it could when it made the concession set out in the letter of April 15, except that in view of the almost practical unanimity of opinion among the employers that an end should be made of the McGuire, a reconsideration would be given in his case."

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CAMMEYER
The World Is Full of Shoes,
Good, Bad and Indifferent.

Most Shoe Men put the least money into their Shoes and get the most money out of their customers. We reverse this rule. We put the most money into our Shoes and get the least money out of our customers.

This is why, as an example,
Our "Standard" \$3.00 Shoe for Women
is the best Shoe made in the world at the price.

It Is a Hand Sewed Welt With Spanish Arch Instep.

It is superior to any \$3.50 Shoe sold at other Stores, for they are machine made, and a hand sewed welt is always better than a machine sewed.

BUTTON, LACE AND OXFORDS
in all leathers, six different heel shapes, and Spanish arch instep.

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6TH AVENUE, COR. 20TH STREET.

SPANISH ARCH INSTEP.

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in a wide range of designs, colors and prices, selected by our own representatives, make a unique collection.

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NEW YORK

Rugs or carpets to harmonize with any color scheme and in all sizes.

Oriental Carpets

PICKET LINE ON THE SUBWAY.

STRIKERS TRYING TO HAMPER WORK OF NEW MEN.

Over Half the Usual Force Employed and Contractors May Get All They Need by Tomorrow—Police Protection for Men Who Are at Work.

Although the strike of the laborers on the subway seems to be fizzing out on account of the success the contractors have had in getting men to fill the places of those who have refused to come back until they get \$2 a day, the contractors said yesterday that there were increasing attempts on the part of the strikers to hamper the work. Over half the usual force was at work on the big trench yesterday.

The reports of trouble came from the Degnon-McLean Company and K. & L. Co. The latter firm has a firm section and some of the old workmen who went out on strike and came back when work was resumed, complained that the strikers had established a picket line along Sixth avenue from 10th street to 12th street.

That is the section known as Little Italy, and most of the Italians who have been working uptown on the subway live there. According to the Italians who complained to Mr. Farrell no one was allowed west of this picket line without a pass from the union office.

In this way the strikers found out who had gone back to work. Mr. Farrell notified Mr. McDonald's office of this yesterday and said that he intended to report the matter to the police.

According to the Degnon-McLean people, who employ fully half the number of laborers now needed on the subway, the strikers are presently being tried in the downtown Italian section. It was said yesterday that while the company had succeeded in getting about 1,200 laborers of the 2,000 required only 75 of these were Italians and these men were now being escorted to and from work by policemen.

We understand that a lot of intimidation is being used," said a representative of the company, yesterday, "and that is the reason why so few Italians are applying for work. About twenty-five Italians who got a job the first day work was resumed failed to appear the next day and we heard that it was because they had been threatened that if they did it would go hard with them. We complained to the police and they are now seeing that the Italians are protected going to and from their homes."

The strikers denied that they had formed a picket line. A large squad of police in uniform and a number of plainclothes men were kept in front of their meeting places at 22nd street all day. They said they had heard of no attempts at interfering with any men who might have gone to work, but it seemed to be the opinion that nobody in Little Italy had gone back to work.

The contractors believe that on Monday they will have all the men they need to fill the strikers' place. They said they had heard of no attempts at interfering with any men who might have gone to work, but it seemed to be the opinion that nobody in Little Italy had gone back to work.

REED & BARTON

41 Union Square
6 Maiden Lane

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